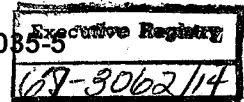
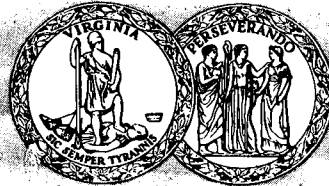


COMMONWEALTH OF VIRGINIA



DD/S 68-1215

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DIRECTOR OF PROGRAMMING AND PLANNING

DEPARTMENT OF HIGHWAYS RICHMOND, VA. 23219

March 7, 1968

IN REPLY PLEASE REFER TO

Intersection of Routes 120 and 123
Near Chain Bridge

Colonel L. K. White, Executive Director
Central Intelligence Agency
Washington, D. C. 20505

Dear Colonel White:

Since your visit sometime ago, our engineers have been studying in detail the intersection of Routes 120 and 123 near Chain Bridge in an attempt to devise a plan for the relocation of the entrance to the Trowbridge property, so a continuous right turn for traffic entering Virginia over Chain Bridge could be provided at the intersection of Routes 120 and 123.

As you know, our original plan did not provide for this continuous movement and in order to develop sufficient storage capacity to permit such a movement to be made it would require some additional right of way, and the relocation of the entrance to the Trowbridge property.

We have contacted the Trowbridges on several occasions and we appreciate the previous contacts that you and your staff have made with these fine people. Apparently, Dr. and Mrs. Trowbridge are receptive to a change in their entrance and they are very sympathetic to the problem. After extensive investigation, however, it appears that the only practical solution would be a connection between their entrance and the entrance to the William H. Metcalf, Jr., property, which would in effect require them to use the Metcalf entrance from Route 123.

While I think this is agreeable to the Trowbridges, they would expect the connection to be constructed and they would of necessity want some type of permanent easement from the Metcalfs. Apparently, the Metcalf's are not enthusiastic about this proposal and since we have no authority to purchase or condemn property for a private entrance, we seem to have reached an impasse.

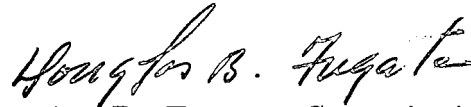
Perhaps you and your staff might be able to contact the Metcalfs about this and if some agreement could be worked out, whereby the entrance could be relocated, the physical construction could be done as a part of the project. If a satisfactory arrangement can be worked out, I think we can improve the intersection and provide the right-turn lane as requested. If not, I am very much of the opinion that our

Colonel L. K. White--2

March 7, 1968

original proposal will not provide sufficient improvement to justify the cost. We stand ready to cooperate in any way we can, but I am sure you recognize the limitations under which we must operate.

Sincerely,

A handwritten signature in cursive script that reads "Douglas B. Fugate". The signature is written in dark ink and is positioned above the printed name of the signatory.

Douglas B. Fugate, Commissioner

cc: Mr. J. E. Harwood
Mr. W. S. G. Britton

STAT

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